

ACCESS BOSTON PROCESS

- This process (Access Boston) should not reinvent the wheel.*
- Need to look at overall priorities and how to include all the priorities in the process (Roxbury).*
- The title of this project should be Regional Transportation Plan, since Boston is a hub and is part of a larger whole (Back Bay).

AGENCY/ COMPANY COORDINATION

- Overlapping jurisdictions (the Metropolitan District Commission, the Turnpike Authority, and the MBTA) need to be better coordinated (Audubon Circle).*
- Coordinate with the BRA to channel new development intensely around transit corridors and nodes, and discourage intense development, including housing, in areas poorly served by transit.
- Improve coordination with the MDC (ie: improve traffic movements at key intersections).
- There should be more overlapping jurisdiction with the Turnpike Authority.
- Need to encourage neighboring states to integrate or interface with the city's commuter rail network (ie: the MBTA and the State of New Hampshire should work together).
- The city needs to be an advocate at the state and federal level (Roxbury).*
- Talk directly with the business community/ chamber/ and with delivery companies.
- Boston should work with the urban region's cities and towns to lobby for expanded and improved transit, especially the "Urban Ring."
- The city needs to work with UPS and Federal Express.*

AIR QUALITY

- Need to improve air quality (Back Bay).*
- Air quality needs to be a priority.*
- Develop an effective and enforceable pollution control legislation.
- Need a strong policy statement from the Mayor and Secretary of Transportation that they are committed to clean air and pedestrian oriented transportation (Cambridge).
- Use clean fuels.
- Lobby to end diesel as fuel for trucks (Roxbury).
- Massachusetts is violating the ozone standards (Fenway).*
- Concern for increase in the rates of asthma in Roxbury (Roxbury).*
- The Millennium and the Red Sox's projects are making asthma worse in the city (Mission Hill).*

AIRPORT

- Use airports for better distribution (East Boston).
- Look to linking all regional airports with rail service and express bus service (ie: Rhode Island, Connecticut, and Logan) (Chestnut Hill).
- The Blue Line should be upgraded at the airport.*
- New airport to serve majority of population outside Route 128.
- Airplanes carrying cargo should be rerouted to airports in 128 and 495 (East Boston).
- Improve MBTA connections from North Station to the airport, perhaps as functioning and efficient "duck" type vehicles.

* Verbal comment made at either November 9, 1999 or November 16, 1999 Public Meetings.

ANALYSIS

- Street by street assessment; community by community problem solving.
- Analyze each street and intersection to find the “right solution.”
- Design streets one block at a time with input from traffic engineers and owners.

AUTOMOBILES

AMOUNT AND MANAGEMENT

- There is a need to manage cars in the city and more parking encourages this problem (which is all about land use).*
- Reduce the number of cars entering the city.
- Need to reduce cars (Allston).
- Concern about the number of cars coming into the city (Fenway).*
- The city should limit car use within city limits.
- Do not increase auto capacity.
- Reduce the amount of daily commuter car trips into the city.
- Restrict vehicles (ie: Downtown Crossing).
- Cars should not stream into the city.*
- Support regional efforts to remove cars from the road.
- Ban cars from the city.
- Cars need to be kept outside of Boston – this can be done by providing parking on the outside of the city.*
- Remove cars from Boston (Cambridge).
- Eliminate cars in major commercial areas (ie: Downtown Crossing).
- Follow other cities by removing cars from the core and improving public transportation (Cambridge).
- Need to plan for vehicles resulting from new construction (Beacon Street).*
- Get people out of their cars (Roxbury).
- Discourage auto use and increase other transportation alternatives (ie: increase “T” hours of operation and the frequency of trains/ buses at peak hours of use).
- Discourage vehicular travel but only in conjunction with more and better transit (Boston).
- Discourage auto commuting.
- Make it “unprofitable” to drive (Roxbury).
- Make the car less convenient (ie: add more speed bumps) (Jamaica Plain).
- Enhance squares so cars cannot drive into them (ie: Downtown Crossing, Newbury Port, Ipswich) (East Boston).
- Do not increase vehicle access.
- Concern about the number of cars to each household (Roslindale).*
- The ownership of cars should not be cheap and convenient (Cambridge).
- Cars need to be discouraged to travel on local streets. Need to look at Cambridge as an example (Allston).*

TECHNOLOGY

- Every car licensed in or traveling through Boston has a metal chip which can be picked up by a computer – permit very few cars to travel between 6:30 – 9:30 am and 4 – 7 pm.

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- Smart cars will improve at locating where traffic is and the amount of traffic on local streets will increase (Allston). *
- Use solar/ electric cars at park and ride sites (Back Bay). *
- Replace gas powered vehicles with electric or solar cars.

OTHER

- Look at all conceivable ways to encourage the ability to live car-free in neighborhoods (ie: improved transit, supporting the establishment of necessary commercial enterprises (Roslindale Village Market) (Roslindale).
- Too much work is being done for people who drive (South End). *

BICYCLES

ACCOMMODATIONS

- Bicycles need facilities and accommodations. *
- Bicycles should be accommodated on all rail and bus lines and rush hour restrictions should be lifted.
- Transit system should have enhanced intermodal facilities for bicycles.
- There should be parking for bicycles (Roslindale). *
- Bicycle parking needs to be required for all major workplaces, garages, and shopping districts (Cambridge).
- There needs to be secure parking for bicycles at commuter connections such as an indoor space to store bikes. *
- New housing must provide bike parking (Cambridge).
- There should be bicycle lock ups around stations run by the MBTA (Back Bay). *
- Bicycles need to be permitted on the “T” even during peak hours. *
- Provide ways that bicyclists and families with children and baby carriages can access the “T” without hassles.
- More bicycle racks in the city and at “T” stops in sight of the booth attendant (Boston).
- There should be bike racks on buses. *
- Outdoor bicycle storage needs to have designated areas (Audubon Circle). *
- Make the city streets more conducive to pedestrians and bicycles.
- Need to dedicate road space to bicycles and remove car lanes where necessary (Cambridge).
- Bicycles should be included in the citywide transportation plan (Roslindale).

LANES/ PATHS/ ROUTES

- Construct bike lanes to encourage bike transportation as a feasible alternative (Boston).
- Establish a marked network of bike-friendly streets.
- More bike paths to make bicycling safer (Boston).
- Have bicycle lanes on both sides of road.
- Street design should encourage bicycle travel and install bike lanes on city arterials.
- Bike routes need to have links between sections and paths (Cambridge).
- A core bicycle network needs to connect all neighborhood districts and major activity nodes (Cambridge).
- Regional bike network of clearly marked paths that link to each other, connect to all

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rail stations, transit hubs, major employment centers, and commercial areas.

- Develop safe and well maintained bicycle/ pedestrian routes around the city (ie: the routes should connect to existing routes and provide safe crossings at heavily traveled intersections).
- Bicycle and pedestrian linkages need to be improved (Roslindale).*
- Separate bike lanes should be better linked and connect neighborhoods.*
- Bicycle right-of-ways need to be connected with each other (Roslindale).*
- There are disconnected bike paths within and outside of Boston (ie: Minuteman Path, Emerald Necklace, and the Charles River Path).*
- Bicycle/ pedestrian trails should be kept within reasonable distance of “T” stops and access main city attractions, parks and green spaces.
- Increase bicycle messenger infrastructure and a rickshaw connection between North and South Stations and the World Trade Center area.
- New accommodations for bicyclists need to be made (ie: street line capacity needs to be devoted to bicyclists, secure parking facilities, a network of bicycle-friendly and bicycle-priority streets needs to be provided).

OTHER

- Bicycling needs to be supported (Back Bay).*
- Bicycling needs to be a safe and respected mode of transportation.*
- Encourage bike commuting as an alternative to more parking spaces (Boston).
- Bicyclists should not ignore traffic laws and not be a menace to pedestrians (Boston).
- Loop detectors at all intersections should detect bicycles (Roslindale).

BUSES

AIR QUALITY

- Encourage cleaner buses all over the urban bus routes.
- Alternatives to buses which pollute.
- Buses pollute the air just like cars.
- Buses should use less polluting fuel (the price of fuel should not be a deterrent) (Cambridge).*
- Switch bus fleet from diesel to either natural gas or electric or fuel cells (Boston).

FEATURES

- Buses should be outfitted with bike racks.
- Provide buses with railroad car seats.
- Have a space for putting packages, groceries, etc. on buses.
- The new MBTA low floor buses for handicapped access should be supported.*
- Provide shelters at bus stops.

SERVICE

- The bus system needs to be adequate.
- Need to have better bus transportation (Hyde Park to Mattapan) (Hyde Park).*
- Improvements in bus service (Roxbury).
- Improve the direct routes of the bus service (N. Dorchester – Upham’s Corner).
- Increase the frequency of “T” bus routes.

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- Buses should run more frequently and directly. It's impossible to get from Dorchester to Jamaica Plain in a reasonable amount of time (Roxbury).
- More frequent runs on bus and light rail systems.
- Do not tolerate buses leaving terminal ahead of schedule (Jamaica Plain).
- Buses that run frequently should have priority on the streets, at least part of the day.
- Remove streetcar tracks and cut "T" bus routes to keep cars and private shuttles running smoothly.
- Link bus system to commuter railroad and trolley lines.
- There needs to be better access for buses (Mission Hill).*
- Gridlock and congestion may increase among buses if cars are restricted from the city.*
- Buses should be state of the art, given preference on the streets, and run frequent enough to be convenient.
- Create exclusive bus lanes on turnpike and other highways.
- Have express bus services to major hub "T" stops (ie: Park Streets, Government Center, Arlington Street) (Chestnut Hill).
- Encourage and support neighborhood shopping loops – like Mission Hill and Jamaica Plain (Roxbury). These should be electric buses and buses designated to carry purchases – like the airport buses are designated to carry luggage (Roxbury).

OTHER

- Need to adequately mark bus routes.
- Use an electric monitor tracking buses and displaying arrival times at bus stops (Cambridge).
- No more buses, since they are noisy, polluting and in abundance (South Boston).
- Tour and trolley buses are contributing to the problem of traffic congestion (Boston).
- Concern about the impact of tour and trolley buses and specialized vehicles (esp. on Broad Street). The motors are running and idling all day. There is a need for a large scale solution.*
- Ensure that buses park close to sidewalks and not in the middle of the street.
- HOV lanes should only be for buses.
- Use HOV lanes or buses on Route 128 to drop people off and possible provide shuttles at commuter stations.*

CAR SHARING

- Establish a carshare program.
- Share-a-vehicle programs.

CONNECTIONS/ ACCESS

CONNECTIONS

- A long range plan to connect Boston's residential and commercial areas with a network of transit lines would decrease driving and parking. This network would have to be dense and offer radial and circumferential service throughout the region (Boston).
- Better suburban connections by public transit will help relieve Boston traffic in both directions.

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- Better access into Boston during rush hour (ie: Dudley Street, Mass Avenue, 93, short cuts through 80) (N. Dorchester – Upham’s Corner).
- Establish more connections.
- Establish transit priority corridors (Jamaica Plain).
- Offer transfers (East Boston).

ACCESS

- Focus on improving access by transit, foot and bikes.
- Build and develop infrastructure for efficient access (East Boston).
- Close off highways at certain times of the day so they cannot be used as cut through routes.

DEVELOPMENT/ LAND USE

- Establish a sustainable development program (Back Bay).*
- Development planning and transportation planning needs to be better integrated (Fenway).*
- Transportation studies should be required for new development projects (South End).*
- Development needs to consider the access of streets (Mission Hill).*
- Discourage major developments (office buildings, dense residential) away from transit corridors.
- The quality of life, air quality and health of residents will be affected in Roxbury since a lot of development is being planned that is for regional connections (ie: Melina Cass, the new Boston Police Headquarters) (Roxbury).*
- Focus of land use planning for commercial/ industrial uses should be at locations near interstate entrances and exits.
- There should be better land use planning (Cambridge).*
- Smart growth and land use is critical (Roxbury).*
- Smart growth is needed in the suburbs.*
- Transportation planning must be done together with land use planning (Back Bay).

EDUCATION

- Educate the public on using public transit.
- Encourage publicizing the fact that there are bus/ rapid transit schedules so that newcomers to the city are aware of the schedules (Jamaica Plain).
- Develop a school curriculum for kids in all Boston schools (ie: video and use city’s cable shows).
- Educate children on how to cross streets (East Boston).*
- Citywide public relation/ education campaign about traffic laws, especially crosswalks and speed limits.
- Improve the education of taxi drivers (ie: knowledge of city streets) (Cambridge).
- Implement a regional or state wide driver education program.
- Educate drivers about right turn on red, after stopping.
- Mount a public education campaign to teach drivers that they should not enter an intersection if they are not sure they can make it through before the light changes.
- Provide education on how cycle walk lights work.
- Educate bicyclists about bicycle lanes and obeying traffic laws.
- An educational campaign and sustained enforcement for pedestrians to walk safely (Boston).

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- Pedestrians must learn responsibility for sensible, safe walking (Boston).
- Train people about how to cross streets.
- Educate and talk with merchants and offer rewards for the best merchants.
- Behavioral problems should be addressed, largely as a matter of education and law enforcement (Boston).
- Real time travel information.
- Brochures about how to get in and out from various communities (Boston).

EMERGENCY ACCESS

- Better access for ambulances and fire trucks in times of emergency (Back Bay).
- Better turns for fire trucks (Back Bay).*
- Look at where the city allows parking on both sides of the street and which streets should be two-way so that emergency vehicles are not impeded and so pedestrians are not forced into the street (because cars are parked on the sidewalk to allow two-way traffic to pass) (Roslindale).

ENFORCEMENT

GENERAL ENFORCEMENT

- Enforcement for neighborhood and city. Need to enforce existing laws. Consultants should list out existing laws for each neighborhood. See how well laws are enforced and see if new ones should be implemented (Beacon Street).*
- Enforce laws immediately (South Boston).
- Traffic laws can be enforced (Back Bay).*
- There needs to be twenty-four hour enforcement of parking (South End).*
- Neighborhood parking should be enforced (Roslindale).*
- Parking enforcement needs to be improved (Mission Hill).*
- Enforcement (esp. jaywalking, bicycle on sidewalks).
- Enforce existing laws with regard to vehicles.
- Increase enforcement of moving violations.
- Improve traffic enforcement and establish stiffer penalties.
- Improve enforcement for intersection violations, including parked vehicles.
- There should be better enforcement at traffic lights.*
- Improve enforcement of red lights, stop lines and crosswalks not at intersections.
- Improve enforcement of traffic and pedestrian crosswalk regulations.
- Strictly enforce autos not stopping for pedestrians in crosswalks (Jamaica Plain).
- Increase traffic law enforcement, particularly for red light runners.
- Increase traffic law enforcement, particularly for blocking intersections.
- Increase the hours of traffic/ parking enforcement past 8 – 9 PM.
- Spot enforcement of traffic laws for bicycles (Boston).
- Spot enforcement of the idling engine regulations (Boston).
- Bus stops should be enforced (Roslindale).*

PARKING

- Improve enforcement of parking laws.
- Strictly enforce parking regulations (ie: autos parking in handicapped spaces (ramps), crosswalks, bus stops, double parking) (Jamaica Plain).
- Enforce truck parking.

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- Ticket wrong side parking (Jones Hill).
- Enforce the two hour parking signs (Dorchester).
- Enforce the two-hour limit at parking meters.
- Double parking should be enforced (South End).*
- Enforce double parking and illegal parking (ie: on sidewalks) (Boston).
- Enforce ticketing on double-parked cars on major thoroughfares (especially bus stops).
- Enforce no parking at bus stops (Jamaica Plain).
- Tag cars that park in streets and not close to sidewalks.
- Hire more traffic supervisors to ticket illegally parked cars (East Boston).

POLICING

- Increase police visibility.
- Improve police control of traffic.
- Have more police involvement in traffic issues.
- Increase police presence on major streets through neighborhoods.
- Cooperate with the Boston Police (Jamaica Plain).
- More police at busy intersections at certain times of the day.
- Police or traffic detail on a regular basis at trouble spots (ie: running of red lights, turns without stopping) (Boston).
- Increase the number of BTM enforcement officers (South End).*
- A separate traffic enforcement division.

SPEEDS

- Enforce speed limits (Roslindale).
- Enforcement of speeding violations (Boston).
- Establish incentives for citizens to catch people speeding.
- Increase ticketing for speeding.
- Improve the enforcement of slower speeds and pedestrian right-of-way.
- Smaller neighborhoods (especially the Egleston Square area, Columbus Avenue/ Seaver Street, Walnut Avenue/ Sigourney Street) need to have consistent enforcement of speed/ traffic laws.

TECHNOLOGY

- More frequent use of speed monitors especially on major streets like Warren Street, Huntington Avenue, etc. (Boston).
- Use photo radar to issue tickets to red light runners.
- Use radar activated speed displays supported by crossing supervisors (Cambridge).
- Use photographic devices to apprehend offenders (Boston).

OTHER

- Need to evaluate whether enforcement pays for itself (ie: look at tickets and officers).
- There should be no snow or street cleaning tickets.
- Strictly enforce snow removal on sidewalks by business, city, state and federal agencies, non profits (Jamaica Plain).
- Snow plowing needs to be managed (Roslindale).*
- Enforce trash/ snow removal on sidewalks.

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FEES

FINES

- Have traffic officers help expedite flow in major intersections by issuing heavy fines for blocking intersections and access (Chestnut Hill).
- Draw lines in the intersections and fine people who create gridlock by moving into the intersections at red lights (Dorchester).
- There should be a heavy penalty for owning a second car (Cambridge).*
- Fines for people who break down in their cars for preventable problems like running out of gas (Dorchester).
- Establish and enforce fines for “gridlock.”

INSURANCE

- Get insurance companies to offer percentage discounts (East Boston).
- Stop catering to those who cause our insurance rates to soar (East Boston).

TOLLS

- Establish substantial tolls on main arteries, bridges and tunnels.
- Put up tolls and raise existing ones (Allston).
- Add ticket agents, toll collectors, and token vending machines to stations.

INCENTIVES

- Use incentives, advertising or special events to promote public transportation.
- Give incentives for employees to use public transit.
- All city departments should subsidize employee transit.
- Major employers should provide parking “cash out” and subsidized transit passes.
- Encourage city based businesses to take advantage of subsidized mass transit options for workers and advertise the program in the “T” and on the commuter rails (Boston).
- Free “T” passes to institutions.
- Increase incentive for vanpooling and expand carpooling for companies doing business in and around Boston (Chestnut Hill).
- There should be financial incentives not to use cars.*
- Give incentives to residents not to own cars, such as tax credits if you do not own one.
- Local merchants should offer incentives for those that don’t drive.
- Create a reward system for car programs or public transit uses.
- Institutional sharing of cars should be subsidized (personal sharing is difficult). This should be encouraged through public subsidy (Cambridge).*
- Offer a rebate if the vehicle you use is not a sports utility vehicle.

INSTITUTIONS

- Institutional expansion needs to be planned and there needs to be better administration of building permits (Fenway).*
- Educational institutions along the E line are expanding and this is making traffic worse, and increasing the number of parking garages (this also includes the Longwood Medical Area and MASCO) (Mission Hill).*
- The institutions are overshadowing the families (Mission Hill).*

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- MASCO and other institutions: parking sprawl, closure of public streets (superblocks).*

INTERMODALISM

- There is a need for intermodal and integrated systems.*
- Focus on the intermodal (East Boston).
- Improve intermodal connections.
- Emphasize multimodalism.

MBTA

COORDINATION

- There should be better coordination with the MBTA (Jamaica Plain).*
- Need cooperation from the “T” (Jamaica Plain).
- A partnership with the MBTA as co-sponsors of the plan needs to be formed.
- Hold the MBTA accountable for promises made to the community.
- Work with the MBTA to make sure buses run when they are scheduled to run (Jamaica Plain).
- Force the MBTA and the state to follow through on promises to improve train service from the suburbs (Boston).
- Ask to see all MBTA service reports (Jamaica Plain).

SERVICE

- Increase the frequency, reliability, and quality of the MBTA (Cambridge).
- The “T” needs to be safe, clean and offer reasonable convenience.
- Quick - no more than a five minute wait for “T” service.
- The “T” should operate longer hours, especially on weekends.
- Extend the hours of the “T” (especially at night).*
- Do not run subway system from 2 – 4AM since there will be additional expenses.
- Extend the areas of “T” service.
- Extend “T” lines or create a new line.
- Encourage the MBTA to go back to its original plan – the green line needs to be modernized.*
- Extend MBTA, rail and bus services beyond 128 to 495 (East Boston).
- The MBTA should bring back Arborway (Mission Hill).*

OTHER

- Hold the MBTA accountable to the EPA legislation enacted as federal as part of the Big Dig.
- Improvement means a thoughtful reallocation of resources and accountability of service providers (especially the MBTA).
- Demand that the MBTA use a cleaner fuel (Cambridge).
- Give more money to the MBTA.
- Invest more money into rapid transportation system.
- Invest in the “T” (Dorchester).
- Install token vending machines at all “T” stations where there is no live attendant.
- All city employees should be required to come to work by “T”. If this is not possible, then the city should provide them a car.

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MISCELLANEOUS

- The problem (congestion) is much too big to “solve”...simply changing the street design will (not) “solve” the problem. Even if there could be a small change in ease of traffic flow this would quickly come to naught as more and more people use their automobiles – “build it and they will come.” [T]he problem needs to be addressed in a long range manner. How much traffic do we expect 20, 30, 40, 50 years from now? What would the city look like if all those cars were to be accommodated? A short range solution only postpones making real choices (Jamaica Plain).
- Boston is the seventh most congested urban area in the United States. Urban sprawl, land use and per capita driving are the main causes of this. The amount of driving is as if the population has increased by 920,000. The level of registration in Boston is small compared to what is going on outside the city.*
- There needs to be an equitable sharing of resources (Roxbury).*
- There is a need for 20 – 30 – 40 year investments and not just looking at 5 years.*
- Other sources of funding need to be used for public works projects.*
- Look at the public health and economic costs of congestion (Cambridge).
- Cities in the region are suffering a severe loss in environmental quality (Cambridge).*
- Alternative transportation should be seriously encouraged with the introduction of dedicated bike lanes, increased taxi use, and creative car-sharing options.
- Work on the city’s “edge areas”.
- Encourage electronic commerce (Boston).
- Provide a quick and efficient monorail from the suburbs to the city.
- Run jitneys through the neighborhoods to eliminate the need for driving to shop for groceries, etc.
- Mayor giving SUVs to his department heads sets a poor example (Jamaica Plain).

MODELS

- Adopt Cambridge’s policy when a street comes up for resurfacing.
- Look to European cities for inspiration (Boston).
- Look at Portland, Maine, Oregon, Seattle, and Baltimore as examples (East Boston).
- Adopt Portland’s policy – pedestrians and bikes first, public transit second, and autos third.
- Examine the City of Vancouver and the University of British Columbia for their car buy-back programs (Boston).
- Study should reference the 6/91 Transportation Strategies for the Back Bay –
 1. Reduce drive alone commuting.
 2. Expand and strengthen use of public transportation.
 3. Improve traffic circulation to reduce intrusion in residential areas and improve access to the commercial areas.
 4. Improve the management of and increase the numbers of “special events.”

NIGHT LIGHTING

- Improve night-lighting.
- Improve lighting at intersections (West Roxbury).
- Better lighting at “perimeter” parking sites (ie: Dorchester, Forest Hills) (Chestnut Hill).
- Better lighting on bike paths (ie: next to the Charles) (Allston).

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PARKING

AVAILABILITY

- Make it a public policy to add no more parking spaces.
- Build no more parking facilities.
- Enforcement of no parking.
- Eliminate on-street parking.
- On-street parking is acceptable.
- On-street parking should be maintained and metered.
- No parallel parking.
- There should be no parking on major highways. *
- Parking on one side of street (maybe reverse every year).
- Off-street parking should be discouraged.
- Provide more off-street parking where possible (Boston).
- No parking in downtown and neighborhood commercial districts.
- No parking on major highways and roads such as Massachusetts Avenue and Washington Street.
- Limit hours of parking (Hyde Park). *
- Decrease the amount of parking.
- Reduce parking and limit cars. Put metal tags on cars to keep track of them (Hyde Park). *
- Parking supply and vehicle miles need to be reduced (if you build it, they will come). *
- Do not increase the availability of parking in the city.
- Be very selective about added parking.
- Need to limit parking to limit congestion.
- Control the supply of parking (Boston).
- Build parking lots for residential permits in key locations (South End).
- Enforcement of residential parking.
- Increase resident-only parking in neighborhoods (may encourage outsiders to use public transportation).
- Increase available parking at “perimeter” parking sites that ring Boston (Chestnut Hill).
- More perimeter parking hubs like Alewife/ Braintree/ Quincy.
- The supply of residential and commercial parking should not be increased (Cambridge).
- Limiting commercial and commuter parking will encourage public transit use, but limiting residential parking will result in more congestion (South End).
- New parking areas in the neighborhood business center must be provided for the economic survival of neighborhoods (Brighton).
- Use every available space behind buildings for parking.
- Eliminate tickets for snow and street cleaning.

COST

- Increase the fine for illegal parking in a residential space.
- Increase the fines on residential parking tickets (South End). *
- Increase fines for double parking and during rush hours (Chestnut Hill).
- Discourage parking by making it inconvenient and expensive.
- Raise parking fees for commuters.

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- Free parking at suburban stations, freeway exits and where cars do not interfere with pedestrians and neighborhoods.
- Build inexpensive or free parking garages/ spaces under shopping/ commercial blocks.
- Affordable parking lots should be built in congested areas such as at Alewife.
- Parking fees should be based on the density of space (Cambridge). *
- Parking should be assessed based on value of car - decreased for cars of lesser value and increased for cars of greater value. *

FREEZE/ CAPACITY

- Create parking structures along vacant parcels.
- The freeze on car parking spaces should be maintained.
- The parking freeze should be supported (Cambridge). *
- Lift parking ban on additional space.
- Discourage people from driving into and within Boston by reducing/ freezing parking supply, increasing parking fees, boosting transit frequency and availability and improving multimodal connections.
- Expand parking freeze to cover private commercial spaces as well as public spaces (Back Bay).
- Fenway and Mission Hill needs to be included in the commercial parking freeze (Fenway). *
- Build new large garages just outside of the freeze boundary.
- Parking freeze – develop policy to prevent building thousands of spaces in beleaguered neighborhoods just outside the zone. *
- Develop a model for parking and traffic based on carrying capacity which is based on the quality of the public realm (air quality, pedestrian safety, scale of streets, etc.) (Back Bay).
- Change zoning that requires excessive numbers of parking spaces (Allston).
- New development, residential and commercial, should be refrained from building parking, even mandating that new residences and businesses in high density transit-intense areas be built with zero parking.

HANDICAPPED

- Establish parking for the blind, children and the handicapped.
- Improve parking for the handicapped (West Roxbury).
- Add handicapped parking spaces.
- Review the need for and utilization of each space for the mobility-impaired annually and remove the designation if no longer needed.
- Check handicapped signs where there are too many of them, especially in East Boston.
- Eliminate handicap parking spaces for the blind, children, and anyone else who is not the driver of the car and require anyone having a requested handicapped space to pay the market value of the space.

LOTS

- No new parking lots (Roxbury).
- Clean, maintain and make municipal parking lots safe (Dorchester).
- Better use of underutilized municipal lots (ie: make available for resident parking).

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- Monitor public lots for two hour limits in commercial areas.
- The city should take the buildings that are abandoned in the business areas, level them, and put in parking lots (Brighton).
- Do not tear down buildings to create more parking lots.
- Encourage suburban residents to not drive and park at outside parking lots.
- Current private lots are underutilized yet businesses need more parking (Jamaica Plain).

MBTA

- Create more parking at MBTA bus/ train depots.
- Create some parking lots at “T” stations (Dorchester).
- Make more parking available at “T” nodes outside core city.
- Increase parking at suburban “T” stations, under new buildings and near freeway exits.
- Increase parking at all possible stops in the “T” lines and commuter rail stations.
- Provide additional parking at subway stops.
- More parking is needed near bus/ subway hubs to make transportation intermodal (Boston).
- The city must lobby the state/ MBTA to expand parking facilities on the perimeter of Boston.
- Support MBTA and MHD efforts to expand remote parking to improve access to “T” rail and bus services (Boston).
- All parking should be consolidated into structures on the periphery of the city near subway/ rail lines.
- “T” parking should be free.
- Provide affordable parking within walking distance of “T” stops.
- Increase secured parking at the “T” lots.

METERS

- Use trial metered parking in business areas and/ or sticker parking.
- Create two hour parking zones without meters.
- Ensure that streets have meters for commercial parking in both commercial and residential areas.
- Have metered parking spaces designated for commercial businesses during the day be used for resident parking overnight (Boston).
- The BRA should take the existing private parking lots by eminent domain and make them into public lots with parking meters. Previous owners could receive a share of the funds (Jamaica Plain).

PERMITS

- Parking should not be free, even for on-street permits (Boston).
- Provide only one free residential parking permit per household and charge a substantial fee for additional permits.
- Charge incrementally for more than one permit per household.
- Increase the cost of resident parking permits to reflect the true cost of providing auto-related services (ie: street cleaning, street paving, asthma) (Jamaica Plain).

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- Provide short-term parking permits (for a substantial fee) to commercial vehicles such as real estate agents and construction contractors that need to park in order to conduct their business.
- Ticket vehicles without a residential or short-term permit.

RESIDENTIAL/ COMMERCIAL/ INSTITUTIONAL

- The loopholes in residential parking need to be stopped (Roslindale). *
- All neighborhoods should be resident parking only (Jamaica Plain).
- There may be places where resident parking is empty during the day and available.
- There should be stricter administration of parking stickers (Roslindale). *
- In commercial resident parking areas, perhaps more two hour parking unless you have a resident sticker (Charlestown).
- Commercial spaces are dominating residential parking spaces (Roslindale). *
- Commercial parking should be managed in neighborhoods (Roslindale). *
- Eliminate nighttime commercial parking in resident spaces.
- Restrict access to parking areas and enforce so commercial vehicles have exclusive access to businesses at certain off-peak hours (Chestnut Hill).
- “Business Districts” should not be thought of as separated uses – all areas should be mixed. When integrated, parking demand will go down (Back Bay).
- End the policy of letting commercial vehicles with lettering on the side of the vehicle park in residential spaces.
- Institutional parking needs to be managed. *
- There is too much parking provided for institutions (Fenway). *

SATELLITE

- Create satellite parking lots with good signage.
- Create satellite parking with constant public transport to shopping areas.
- Build large parking garages in a ring around the city, especially at highway exits and commuter rail stations.
- Roxbury should not become an area for non-residential satellite parking (Roxbury). *
- Have super parking lots/ garages in outlying areas with reliable bus service to key downtown places (ie: a super parking lot at/ near Forest Hills Station; JFK with shuttle to the “T” and/ or downtown spots) (Boston).
- Require any company that has more than 30 people working for it be required to buy or lease parking spaces at parking garages to be build or extended at entry points (ie: Alewife, the Allston-Brighton exit off the MA turnpike, at the Charlestown to Science Museum intersection of route 95 and at Sullivan Square exit off of route 93) (Cambridge).

UNDERGROUND/ GARAGES

- Locate new underground parking.
- When needed, encourage underground parking.
- Underground parking should be encouraged. As new sites are developed, zoning could require more parking than it currently does (Boston).
- Build underground garages for all buildings.
- The city should experiment with structured parking.
- Put a moratorium on parking garages until the city knows its parking situation. *

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- No more parking garages.
- No more parking garages in downtown Boston.
- Remove parking garages (East Boston).
- Remove the parking garages from downtown to the MBTA rail stations outside city limits (East Boston).
- Better use of parking lots and garages that are empty at night (ie: make available to residents at a nominal fee).
- To avoid pedestrian/ vehicle conflicts, connect all garages and buildings with overhead bridges.
- Convert every fourth building to a garage, widen roads, and pave the sidewalks brick.

OTHER

- Parking needs to be managed (Roslindale).*
- The increase in the number of vehicles per household and the increase in the size of vehicles has led to severe on-street parking problems (Roslindale).
- To relieve double parking, redesign sidewalks in front of schools, businesses, restaurants and other drop-off buildings to create a “U” shaped drive for drop-offs.
- Look to models used in other cities by linking development to include increases in “on-site” parking to alleviate parking issues for residents (Chestnut Hill).
- Discourage merchants from parking their own vehicles in customer spaces – do a business parking program with separate facilities.
- Eliminate or reduce parking focus on Main Streets like Massachusetts Avenue or Boylston Street – if they worked better, people would use them and not cut through residential areas.
- Restrict the use of median strip parking along Warren Ave., Columbus Ave., etc. to Sunday mornings only (Boston).

PEDESTRIANS

- Boston should be a pedestrian city.
- The city should always feel like a pedestrian friendly place (Charlestown).
- Keep streets resident and pedestrian friendly (Boston).
- Design should favor the pedestrian.
- Pedestrians need to have the “right of way” on all crosswalks and this should be enforced.
- Pedestrians should be protected, especially at crosswalks (South End).*
- Encourage walking by making it more pleasant, easy, and efficient (Boston).
- Enhance pedestrian circulation and safety (Back Bay).
- Improve pedestrian safety (ie: reduce car-versus-car aggression) (Boston).
- Put up barriers and better signage informing pedestrians (South End).*
- Require all cars to stop when pedestrians are anywhere in the sidewalk.
- Motorists must stop for pedestrians in marked crosswalks absent contrary traffic signals (Boston).
- The city should plow sidewalks, this will help pedestrians to cross safely (South End).*
- Keep pedestrians off the streets – build underground passes and overhead bridges to reduce vehicle conflicts.
- Put overpass walkways or underground walkways at busy traffic areas.
- Streets like Rutherford Avenue in Charlestown should have one less lane in each

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direction and the Charlestown Bridge should have wider sidewalks to accommodate the large volume of pedestrians (Charlestown).

- The Charlestown Bridge and the Freedom Trail need to have improved pedestrian uses.*
- Do not build highways, rather focus on the walkability of routes and mass transit.
- Pedestrians, bicyclists, cars, etc. must be respectful of shared areas.
- More analysis on how long it takes different types of people (ie: mother with children, elderly, disabled) to cross a street.

PROGRAMS

- Implement rail, trolley, ferry, walking and biking programs (East Boston).
- Develop neighborhood forums which provide real opportunities for resident input/ design.
- Start a campaign to use public transportation and limit the number of vehicles per household.

PROJECTS

GENERAL

- All projects are important and should not be set against each other.*
- Several singular projects will have a significant cumulative impact – there is a need for protective planning. What will the impacts of all these projects be? (Roxbury)*
- There is a need for projects where the city can take on the role as an advocate.*

SPECIFIC

- Provide a connection between the North and South Stations in Boston (ie: trolley or bus).
- The North/ South rail link will provide the city and region with an efficient rail system (Central Square).*
- The North-South rail link needs to be brought back as it was originally conceived under Tip O'Neil.*
- Yawkey/ Back Bay/ Ruggles Stations are all of concern and would be best served by a North-South Rail Link (Back Bay).*
- The North/ South Rail Link and the Urban Ring should be completed (Boston).
- The Urban Ring should be encouraged, but there should be no buses (South End).*
- The "Silver Line" must be totally reevaluated. As currently designed, it will not function properly or adequately serve its intended ridership.
- Need to have mass transit loops at 128 and 495 with spokes going into the city to get people out of cars farther out from the city (Boston).
- Expressed concern for the thousands of workers who won't have jobs once the CA/ T project is completed.*

PUBLIC FACILITIES/ AMENITIES

- Increase amenities (shelters, kiosks with real time travel info).
- Public transportation, bicycle rickshaws, public restrooms, and more flowerboxes.
- Design areas with trees, flowers, sitting areas with coffee – market these areas and make them appeal to the consumer (East Boston).
- Add street trees, wide sidewalks, and traffic calming.
- The parks should be well landscaped.

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- Build more parks, bike paths, and recreational facilities.
- Better placement of street furniture.
- More frequent bus stops, benches, shelters, and garbage cans (South End).*
- Better kiosks and shelters.
- Covers for street furniture to shelter those waiting in the rain.
- Provide warm places in the winter to access public transportation.
- Benches and streets should be clean.

PUBLIC TRANSPORTATION

COST

- Low cost (ie: \$0.25) or free transportation in the city.
- Free train and bus transfers (Roxbury).
- Public transportation should be more frequent and free (Cambridge).*
- Public transportation should be free, just as parks are free. To finance the public transportation system, there should be a tax on each parking space in the areas that are well served by public transportation, such as Boston and Cambridge. The tax on the parking spaces could be a flat fee per spot which would be higher in denser areas. This strategy will result in less cars on the road and it will also make it feasible to make the public transportation system better, cleaner, faster, more reliable and frequent. The increase in use will also bring more people to the merchants who are leasing space from the MBTA, which could bring the MBTA more rent (Cambridge).
- Spend more resources on public transit, not parking (Roxbury).

EFFICIENCY AND ACCESS

- Increase public transportation.
- Extend public transportation hours and access (Boston).
- Grow the public transportation system.
- Expand transit (Boston).
- Better public transportation both within the city and outside it.
- Improve existing service on all forms of mass transit and work toward creating a more integrated transportation system (Chestnut Hill).
- Need superb, seamless, and comfortable rail, ferry, bus, and bicycle transportation connections.
- Public transportation should be seamless (ie: use shuttles) and attractive, especially at the city's edge.*
- Make transit easy and convenient and car travel difficult and inconvenient (Boston).
- Provide transit system that is reliable and able to support demand.
- Modern and well kept mass transit facilities and convenience.
- City should be an advocate for public transit improvements (Boston).
- Provide free and frequent public transportation.
- More and/ or new efficient public transportation (buses, ferries, subways and train lines) (Charlestown).
- Make public transportation fast and user friendly.
- There should be no more than a five minute wait for public transportation.
- Crosstown transportation should be no more than a five minute wait.
- Improve public transit options via longer hours and more frequent service of buses and trains (Boston).

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- Increase the frequency of trains and buses during peak hours.
- Need superb, seamless, and comfortable rail, ferry, bus, and bicycle transportation connections.
- Run public transportation at different scales – from small/ neighborhood to regionwide as the good connections among the systems so that public transportation becomes more personal and more convenient. Subsidize it more, and highways less. Make it irresistible in both cost and convenience.
- Many transportation problems would be alleviated with safe, comfortable, efficient, and reliable public transportation (light rail vehicles, not buses) (Boston).
- Public transportation should be cross-town and all night.
- Public transportation should empty out over highways to avoid cars.

PROMOTION

- Require all city, school, hospital and university employees to use public transportation and shuttles. Perhaps start at the edge of the city and then work with the surrounding suburbs.
- Encourage people to drive less and bicycle and take public transit instead.
- Public transit should have better marketing and promotion.
- The marketing of public transportation should be improved.*
- Promotional material for Boston should explicitly encourage public transit and bicycles.

SERVICE QUALITY

- Safe, clean and efficient public transportation should be a high priority.
- Public transportation needs to be seamless, rapid, comfortable, and free or at a very low cost.
- The public transportation system should be safe, upgraded, improved, and kept clean at all times (Jamaica Plain).
- Superb, seamless, and comfortable public transportation (with possible assistance by transit system employees).
- The issue of disinvestment in the public transportation system has affected minority communities (ie: Roxbury, Dorchester, South End, and Mattapan) (Roxbury).*
- Make transit and bicycling safe, convenient, inexpensive, and attractive.
- Enhance transit – it must run all the time, be efficient, cover the whole region, and be easy to use (Boston).
- Improve existing service on all forms of mass transit and work toward creating a more integrated transportation system (Chestnut Hill).
- Public transportation should be less crowded, temperature controlled, more convenient and safer.

OTHER

- Support mass transit, multiple modes of transportation, and connections between modes of transportation (Boston).
- Encourage mass transit development and encourage transportation policies towards it.
- Increase trolleys, ferries, rail and business opportunities (East Boston).
- A variety of transit passes (Jamaica Plain).
- T pass for a day (Roxbury).
- Variety of passes available at every T station (like NYC) (Roxbury).

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- Seats on public transportation system should be like railroad cars.
- Make public transportation attractive (Jamaica Plain).

RAIL

- Improve rail service (Boston).
- Increase rail transportation, no more buses.
- Boost commuter rail coverage and main MBTA routes and connections – need dependability.
- Tie in service with commuter and long distance rail (high speed) as a further incentive to take rail and make it more competitive to airplane and car options (Chestnut Hill).
- Regional rail service – ring rail.
- Rails and ships should connect where needed (East Boston).
- Implement more frequent commuter rail service, especially off peak and on weekends (Boston).
- Increase the number of commuter trains and public transportation.
- Commuter and high speed rail should be focused on. *
- Run tracks from the core to the fringes more frequently and increase the feeder network from the train station.
- Increase frequency of operation of rapid transit and commuter rail lines.
- Explore the possibilities to reintroduce trolleys to the streets.
- Offer trolley services so people can access stores, etc. (East Boston).
- Increase “rail” use through pricing or other mechanisms.
- Light rail should have low fares.
- Open up the rail stops that are unused in neighborhoods.
- Passenger rail service from Boston to Portland needs to be restored (Roxbury). *
- Concern about handicapped access, especially on the Blue Line. *
- Rail should use the right-of-way that the state of Massachusetts owns as part of the footprint of the Central Artery/ Tunnel project. Can this land be used as an opportunity for leasing? (Back Bay). *

REGIONALISM

- Regionalism should not be secondary. *
- Transportation, the environment and the economy improves with regionalism. *
- The regional convenience of connections is not as good as local car connections (Cambridge). *
- Concern about the suburbanites using and then leaving the city. The city should be careful of this. *

RESIDENTIAL/ NEIGHBORHOOD CHARACTER

- Protect residential areas at all costs (Dorchester).
- Make city more residential in character.
- Community streets.
- Neighborhood district planning.
- The quality of life for residents needs to come before easy and cheap access for suburbanites.
- The city needs to focus on and bring back the city’s neighborhoods and this should be framed in terms of an opportunity (Roxbury). *

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- Transportation needs to serve the neighborhoods better (Mission Hill).*
- Encourage residential development near “T” stations (Jamaica Plain).
- Make it difficult to drive through residential neighborhoods and easy to drive through major thoroughfares (Boston).
- Study and eliminate freeway access “shortcuts” through neighborhoods.
- Include access for Boston neighborhoods such as East Boston, North End, Charlestown, Dorchester, South Boston, Chelsea, Revere, and Everett (East Boston).
- Fewer exit ramps into the neighborhoods.
- Relocate certain types of businesses in residential areas, especially away from residential areas that require deliveries by trucks.
- Increase neighborhood housing and merchants will have more customers who do not need to use cars to access the businesses (Boston).

SAFETY

- Public safety (Jamaica Plain).
- Need for safety (especially for children) (Chinatown).*
- Safety of residents is paramount.
- There is an excessive safety problem which should be solved by courteous drivers and observant pedestrians in sharing the public realm (Boston).
- Safety, respectability, and accommodation are the most important criteria to make cycling a viable transportation option (Cambridge).
- Look at density rather than incidents of accidents (Chinatown).*
- Locate and identify where the “hot spots” are (Chinatown).*

SHUTTLES/ VANS

- Enhanced shuttle service – a program should be reviewed for a cost analysis on a free or partially subsidized shuttle service for Boston and surrounding area residents.
- Use local shuttles for local transportation (ie: use a city/ business partnership for this).
- Develop a shared high quality shuttle bus system to take people from parking garages to various companies (Cambridge).
- Let all major employers and institutions run shuttle buses from garages, perhaps on new grade-separated roads and ramps.
- Use “jitneys” or small minibuses on fixed neighborhood routes (Cambridge).
- Encourage neighborhood shuttle services (sponsored by stores and restaurants?) from main “T” stops to South End restaurants/ Back Bay shopping/ entertainment venues/ between shopping districts.
- Provide a shuttle delivery service so there will be no trucks with combustible fuels.
- Provide frequent and free courtesy vans from parking lots to shopping areas.
- Run free shuttle bus service from parking lots to shopping areas.
- The MBTA should have smaller buses/ vans to serve the neighborhoods (ie: the Jamaica Plain loop bus) (Boston).
- Private shuttles: use our streets, foul our air, undermine middle-class constituency for transit and leave the public less well-served.*

SIGNAGE

- Establish clear, helpful, plentiful and consistent signage.
- Improve street signs and directional instructions (South End).

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- Develop a standardized signage system (ie: name street, name neighborhood, and numbers within the city block).
- Learn from San Francisco – put the sign of street name on the middle of the street – it is easier to find the street when you drive (Boston).
- Signage at gateways and major arterials to encourage through traffic to go around neighborhood downtown commercial districts.
- More signs indicating the routes to some of the popular tourist spots and hospitals, etc.
- Signage with schedules posted clearly (Boston).
- Make sure all bus stops are signed (Jamaica Plain).
- Better signage to direct traffic off residential streets.
- Appropriate and readable signage should be placed to facilitate deliveries (Chinatown).
- Stop signs at all local residential streets that feed into minor and major arterials.
- More stop signs on residential streets that become speedways (ie: Melville Avenue, Park Street, and Savin Hill Avenue) and enforce them (Dorchester).
- Lots of “do not enter” signs.
- Add more slow children signs where there are children.
- There should be more signs as in Jamaica Plain stating that the cars must stop for pedestrians in the crosswalk (it works on Center Street).

SPECIFIC SITES

- There should be a comprehensive plan between St. Mary’s and Kenmore Square.
- Need a comprehensive plan similar to that done on Brighton Avenue between Commonwealth and Harvard.
- The visibility of “Audubon Circle” should be raised as a separate neighborhood.
- Add “Audubon Circle” to the residence parking stickers which now read “Fenway/ Kenmore.”
- Audubon Circle needs new sidewalks, lighting, and traffic lights.
- Back Bay is inundated by regional traffic on north-south streets (Back Bay).
- Improve Back Bay connections to transportation.
- Trucks need to be limited on Beacon Street (Back Bay).
- Beacon Street should not be treated like a raceway.
- There is regional traffic on Beacon Street (Beacon Street). *
- Improve the Beacon Street C-line MBTA portal.
- Increase capacity on the “B” line from 2 to 3 cars, especially during rush hour and weekends (Allston/ Brighton).
- The Green Line to Arborway should be restored (Jamaica Plain).
- Better Red Line service (Dorchester).
- Improve Red Line “T” stops in Dorchester (N. Dorchester – Upham’s Corner).
- Improve public transportation between Charlestown and Cambridge (ie: a shuttle from BH.CC. Orange Line to Red Line in Kenmore Square) (Charlestown).
- Completing the underground roadway below Chester Square could improve pedestrian life around Mass. Ave. (Boston).
- Waiting for the availability of the Chinatown direct transportation report (Chinatown).
- Need parking meters in the Jamaica Plain business center (Jamaica Plain).
- Need significant improvements to the #48 loop bus (Jamaica Plain).

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- Route 1 and 1A need to be widened (East Boston).
- Fix and maintain all MBTA escalators (Back Bay).
- Improve public transportation and parking in the Navy Yard (Charlestown).
- Ruggles and Parker Streets (by Ruggles Street Station) need to be a safe location for children to cross (especially in the morning).*
- Concern about traffic that goes through the South End through Albany Street and onto the Southwest Corridor (South End/ Ellis Neighborhood).*
- There should be light rail on Washington Street to Dudley Square (Roxbury).*
- Easy access to Federal Courthouse (free and frequent bus service).

SPEED CONTROL

- Strict speed control (25 or 30 MPH).
- Reduce local speeds on congested city streets (Jamaica Plain).
- Lower speeds near parks and schools.
- 15 – 20 mph speed near playgrounds and schools.
- Post speed limit.

TAXES

- There should be a commuter tax for non-Boston residents (South End).*
- Need a large tax credit for using public transportation – for businesses who encourage employees to use public transit and for individuals (Jamaica Plain).
- Establish a gasoline tax.
- Regional gas tax to pay for transit improvements.
- Use gasoline taxes to pay for trains.
- Tax gas equal to that of France or England.
- Tax based on size of vehicle, mileage of vehicle and how many cars are at an address.
- Higher taxes for larger cars (ie: SUVs).
- Suggestion to look at web site on “Giving Your Employees a Break: Taking Advantage of the Commuter Tax Benefit”
(http://www.ctaa.org/ntrc/rtap/pubs/ib/commuter_tax.shtml).

TAXIS

- Neighborhood taxis (Hyde Park).*
- Make using taxis attractive (Jamaica Plain).
- Enforce taxi standards (Jamaica Plain).
- Encourage the use of taxis by working with taxi driver’s associations.
- Improve the quality of taxi service, especially for the economically disadvantaged (Cambridge).*
- Improve the condition and design of taxis (Cambridge).
- Taxi services need to be improved. Medallions need to be rationed by skill and knowledge (Cambridge).*
- Increase the number of taxi medallions (South End).*
- Two tier taxi licensing -local only costs less.

TRAFFIC

- Better management of traffic.
- Move traffic on arterial streets.

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- Funnel through traffic onto designated main roads.
- Reroute traffic through less residential areas – change patterns periodically so that one street does not have all the traffic.
- Discourage traffic that is using neighborhoods as pass throughs.
- Improve direction of traffic (Roslindale).*
- Examine directions of streets to divert non-neighborhood traffic.
- Reduce regional traffic through local streets.
- Traffic restricted or free zones.
- The tourism and traffic centers that are developing within the city are of concern (Back Bay).*
- All developers should be required to submit a percentage of development funds to study traffic in and around development areas.
- Do not approve development projects that do not receive enough transportation mitigation to offset the increased traffic they cause.
- Regularly evaluate a development project's impacts on traffic after construction and compare to projections in the project's Environmental Impact Report.
- Maintain up to date traffic data for evaluation of new development proposals.

TRAFFIC CALMING/ STREET DESIGN

CROSSWALKS/ SIDEWALKS/ STRIPING

- Increase the use of speed bumps.
- Place speed bumps on roads where people drive too fast.
- Raised pedestrian crosswalks and bump-outs.
- More crosswalks.
- Paint crosswalks at corners and increase stop signs (Charlestown).
- Barrels or signs to mark crosswalks and post state law (Roxbury).
- Improve signage and signalization at crosswalks.
- Improve sight-lines at intersections with curb extensions.
- Ensure that curbs are on all streets.
- Widen sidewalks where possible (Jamaica Plain).
- Repair all sidewalks where necessary (Jamaica Plain).
- Improve the conditions of sidewalks and curbs.
- Improve maintenance of sidewalks and crosswalks.
- Sidewalks should be installed and maintained (Hyde Park).*
- Ensure that all crosswalks are clearly marked, painted, and maintained (Brighton).
- Color or use bricks to make crosswalks stand out.
- Stripe vehicle travel lanes on all major city streets.
- More lines on streets to avoid accidents (Boston).

ROADWAY TREATMENT

- Clearly delineate different uses for different streets.
- Purposes of streets need to be designated.*
- Have “designated”, “recommended” or “preferred” routes (Boston).
- Streets need to be reconfigured (raised crosswalks and traffic calming). This can make streets more livable. Cambridge should be looked at as an example.*
- All future road repair must require dedicated lanes for turns, lanes for straight ahead, and traffic lights accordingly (Brighton).

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- The transition between local and regional streets needs to be better defined (Back Bay).*
- Concern about quiet residential streets being turned into thoroughfares (Back Bay).*
- Provide narrow slow roads in neighborhoods and fast efficient arteries are fine outside the neighborhoods (Boston).
- Keep neighborhood streets narrow to discourage use as through-ways (Boston).
- Need to keep regional traffic on regional streets (South End/ Ellis Neighborhood).*
- Streets should be narrow with short blocks (Hyde Park).*
- Keep narrow streets and short blocks.
- Forego roadway improvements on neighborhood streets, narrow them.
- Forego roadway for sidewalks.
- Do not add lanes to roads.
- More traffic travel lanes will bring more vehicle traffic (Charlestown).
- Do not widen roads or increase transit capacity.
- Do not increase road width of city streets (Boston).
- Do not widen streets at the cost of sidewalks.
- Build wider roads.
- Add-a-lane projects.
- Streets should be bi-directional.
- Encourage one-way traffic.
- Use one-way streets in residential neighborhoods in order to make them unattractive to cut through.
- One way streets in the downtown.
- Change streets to one-way in East Boston (East Boston).
- Reconfigure squares or neighborhoods with one-way traffic patterns, avoid creation of speedways.
- Fix streets so there are no potholes.

TRAFFIC CALMING

- Traffic calming (Back Bay).*
- Develop a plan for traffic calming and restriction of vehicles.
- Traffic calming by street design.
- Minor streets should be designed for kids, grannies and street cafes.
- To better manage neighborhood traffic calming there needs to be a companion volume “Streetscape Guidelines for Minor or Neighborhood Streets” – this is where traffic calming makes sense.
- Traffic calming (curb/ corner bulbouts, neckdowns, raised crosswalks, speed humps, reduce speed limits, clear signage giving priority to pedestrians, reduce curb radii, and bike lanes).
- Need for raised crosswalks, speed tables, speed humps and other traffic calming measures. This should be done at least on a trial basis (Jamaica Plain/ Hyde Square).*
- Develop traffic physical calming measures, speed humps, neckdowns, chicanes, and bulb-outs to slow traffic in residential neighborhoods.
- Calm traffic by narrowing lanes, big, wide lanes encourage speeding and passing (Roslindale).
- Use features to slow traffic and return control to pedestrians on non-main roads and city centers (ie: raise crosswalks to sidewalk level).
- Implement vertical traffic calming measures.

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- Neckdowns at intersections to improve sight distances and shorter crossing times (Boston).
- We do not need to make the city streets any more car friendly than they already are.
- The city needs to be more pedestrian oriented.

TRAFFIC SIGNALS

- Increase in traffic signals.
- Traffic signals should be synchronized.
- Place signal lights in correct places and time them reasonably.
- Timed lights on the main streets (Dorchester).
- There should be flashing traffic lights and slow signs in front of all schools (East Boston).*
- Place traffic lights so they can be seen by vehicles, bicyclists and pedestrians.
- Signal policies that favor pedestrians (ie: working push buttons).
- Convenient signals with leading pedestrian intervals.
- Time signals in favor of pedestrians, not cars.
- Bring back the red and yellow pedestrian light.
- Establish walk lights (timed, no button) everywhere.
- Provide effective “walk” lights at intersections that give pedestrians a reasonable level of priority (Boston).
- Automatic walk signs (without having to push buttons) and instant change to “walk” when you do.
- On-demand pedestrian signals.
- Walk buttons should be effective (Boston).
- Ensure walk signals are working.
- New traffic signal devices for crossing (Back Bay).*
- Time traffic lights so people have adequate time to cross.
- Time clocks on walk lights.
- Install more pedestrian traffic lights with the seconds counted down.
- Walk signal intervals are unrealistically brief (Boston).
- Improve walking/ don’t walk signals and have an explanation to the poles explaining what a blinking walking sign means. Have these signs translated in the language that pertains to the neighborhood (ie: Chinese in Chinatown).
- Do not mix “walk” lights with a “left-turn” signal (Boston).
- Eliminate right turns on red when “walk” signs are active.
- Establish four way red lights at pedestrian active intersections.
- Longer red lights (Hyde Park).*
- Longer red lights to assist people with canes and in wheelchairs.
- Drivers need to stop for red lights (Boston).
- Motorists stopping for red lights stand their autos squarely in the painted crosswalks, forcing pedestrians to walk around their vehicles into more dangerously trafficked areas (Boston).
- Traffic lights should work in such a way that if you go fast from one traffic light to another, you will get stopped by a red light at the second traffic light (this is done in Somerville) (Charlestown).
- More red lights.

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TRANSIT STATIONS

- Better land use around transit stations, especially at commuter rail.
- Work with regional communities on land use initiatives to build denser, mixed-use development around transit stations and hubs.
- Denser, mixed-use development around transit stations, without parking.
- Make certain that newly created stations can easily accommodate all types of ridership (ie: disabled, people with baby carriages, etc.) (Chestnut Hill).

TRUCKS/ DELIVERIES

DELIVERIES

- There needs to be better coordination among delivery trucks (South End).*
- Designate “delivery” areas during certain times of the day or night – for unloading or for driving through the city.
- Deliveries made at different hours need to be further explored. This may alleviate congestion.*
- Establish shipping/ trucking hours prior to noon in neighborhood areas.
- Have early morning and late night business deliveries with severe fines for violators.
- Examine the possibility of rail regarding goods transport.
- Encourage the movement of freight by rail (Jamaica Plain).
- Deliveries should come in at “night” by rail.
- Re-create or replace lanes or haul roads with HOV goods and people movers.
- Plan for consolidated goods service, delivery centers – establishment of districts, continuation of facilities with good water and road access.
- Improve delivery time of goods to markets.
- By providing appropriate goods and services, most merchants could survive with the patronage of local residents in a dense urban neighborhood and therefore diminish the need for customer parking (Boston).
- Identify specific corridors for heavy transport goods (ie: trucks over one ton, heavy maintenance vehicles, etc.).
- Provide access roads for delivery vehicles only (ie: goods would be stored at warehouses).
- Designated loading zones (Roxbury).
- Clearly mark all loading zones (Jamaica Plain).
- City support for merchant delivery service to also eliminate the need to drive to shop.
- Delivery need not be limited to e-mail business.
- Work with the local business communities to establish loading zones (Jamaica Plain).
- Provide truck travel time restrictions for goods deliveries.
- Strict enforcement of specific times for deliveries of commercial and delivery vehicles (Chinatown).

IDLING

- In a mixed use neighborhood, there should be signs that trucks should not idle for more than five minutes.
- Need to enforce five minute truck and bus idling law (Back Bay).

MANAGEMENT

- Design and maintain efficient and dedicated truck routes.

* *Verbal comment made at either November 9, 1999 or November 16, 1999 Public Meetings.*

- Clearly mark truck routes through the city.
- Regional approach to truck traffic.
- Keep trucks on regional streets.
- Need to better manage truck traffic (Back Bay).
- Monitoring and enforcement of truck inspections.
- Certain roads should not be forced to share a disproportionate amount of truck traffic.
- Keep traffic moving; trucks should not be allowed to take up a lane of traffic during rush hour in either the morning or the afternoon.
- Allow trucks on dedicated feeder roads and limit day use.
- Forbid construction trucks on city streets between 6:30 am – 9:30 pm.
- Truck traffic at night as much as possible.
- Noise and truck traffic should be reduced (Beacon Street). *

NEIGHBORHOOD ACCESS

- Keep large trucks out of neighborhoods through regulation and enforcement.
- Enforce the banning of trucks and buses in residential districts (Back Bay).
- Eliminate/ restrict trucks on small residential streets.
- Large trucks should not be allowed on neighborhood streets, unless they have a purpose.

OTHER

- Redesign the Big Dig to stop trucks from cutting through the city (South Boston).
- Trucking terminals need to be located at 128 and 495 (East Boston).
- What are the laws for trucks carrying flammable liquids on city streets (Back Bay)?
- Have outside tow trucks do towing (Back Bay). *

VALET

- Enforce valet abuse.
- Valet parking needs to be better controlled (South End). *
- Enforce valet parking, especially along Massachusetts Avenue (Back Bay).
- More valet options in parking areas.
- Hotels and restaurants should not have as much valet parking.
- Valet parking and other special interest parking should be in private lots and garages.
- People who pay for reserved spaces (ie: valet, loading zone, and handicapped) should pay the market price. This money should be used to rent parking for the public.
- Eliminate valet parking at residential buildings, restaurants, and clubs. They should use shuttle cars or vans from parking lots.

WATER TRANSPORTATION

- Increase water transportation (Charlestown) (Marina Bay to Back Bay to Harvard to East Boston) (Dorchester).
- Support ferry transportation (East Boston).
- Add cheap water taxis to the city to get from place to place in the Harbor District.
- Offer transfers from increased extended ferry services to the North and South Shore (East Boston).

ZONING

- Congestion is a zoning issue, not a design issue (Boston).
- **Zoning code should include automobiles (Jamaica Plain).**

* *Verbal comment made at either November 9, 1999 or November 16, 1999 Public Meetings.*